

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report March 5, 1940. When handed in at Local Office March 5, 1940. Port of Newport News, Va.No. in Reg. Book. 2632 Survey held at Newport News, Va. Date, First Survey Feb. 18, Last Survey Feb. 28, 1940. (No. of Visits 4.)on the Machinery of the ~~Woods Iron Works~~ Steel S/S "ROSSINGTON COURT"

Tonnage { Gross 6922  
           Net 4334  
 Nominal Horse Power { 574.  
 of Main Boilers 3  
 of Donkey Boilers ✓  
 Steam Pressure—180.  
 Main Boilers 180.  
 Donkey Boilers ✓

Vessel built at Glasgow. By whom Fairfield Co. Ltd. When 1928 10.  
 Engines made at Grk. By whom J.G. Kincaid & Co. When 1928 - 10  
 Boilers, when made (Main) 1928 - 10. (Donkey)  
 Owners Court Line Ltd. Owners' Address Not already recorded in Appendix to Register Book.  
 Managers Walden Phillips & Co. Port London. Voyage Newcastle-on-Tyne.  
 If Surveyed Afloat Yes. (State name of Dock.) N.N.S.B. & D.D. Co.

Last Report No. PortParticulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

What parts of the Boilers could not be thus thoroughly examined? Boilers under Steam.

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? No.

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft.

Engine parts, when referred to by numbers, should be counted from forward.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Damage stated to have been sustained by encountering heavy weather on February 14, 15 & 16, 1940, whilst on a voyage from Victoria, B.C., to Newcastle-on-Tyne, fully loaded including a deck cargo of lumber of approximately 632 tons. As a result of the shifting of the cargo, it is stated that the steering gear "Jammed" and the vessel breached to in the heavy seas, losing a portion of her cargo and causing damage to hand railing and stanchions on the port and starboard sides and further damage as detailed herein.

For further particulars please see copy of report attached hereto.

## NOW DONE:-

The fire room and engine room bilges thoroughly cleared of all dirt, coal and ashes. The bilge suction proved clear of all obstructions. A new guard made and fitted in place over the steam

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen, is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 20)..... £ : :  
 Special Damage or Repair Fee (if any)..... £ 30.00  
 Travelling expenses (if chargeable)..... £ : :  
 Fees applied for 27/2/1940.  
 Received by me, 19

Committee's Minute

Assigned Deferred for B.S.

NEW YORK MAR 20 1940

W450-0180 1/2

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



S/S "ROSSINGTON COURT"

pipe windlass.

Two steering gear fairleads (1-port and 1-starboard) removed, the bushings reamed out and the two fair lead shafts renewed and fitted in place. The steering gear chains adjusted as found necessary.

The H.P. crosshead and guide were reported to have given trouble by heating up.

The crosshead was opened, examined and found in order.

On removing the piston rod guide shoe, the oil ways were found "plugged up". The oil ways were recut and the piston rod shoe adjusted to guide fitting or renewing liners as necessary.

The H.P. bottom end was also opened up, scraped up oil ways cleared and bottom end adjusted.

All holding down belts overhauled and set up as necessary, renewing broken belts if any.

The after thrust block shoe removed, new studs fitted; the shoe tested and re-fitted in place.

Two straps for holding steel sheathing on main boilers removed, renewed and fitted in place.

The steering gear worm wheel and worm shaft removed and the spare worm wheel and worm shaft fitted in place and connected up. New worm wheel and shaft to be made and placed on board as spare by Owners.

The electric circuit in stokehold tested out, and new wire fitted as necessary.

All grounds removed and the circuits tested out and proved in proper electrical connections.

The cargo cluster wiring on the forward deck temporarily repaired and be permanently repaired on discharge of her cargo.

The steam water end of ballast pump was opened up and examined.

Suction and delivery valves cleaned of all dirt and water chamber cleared of all small coal. Stop valve seat machined and new valve fitted.

Adm. Sec.  
OS clm 1.40.  
L.Y.  
12/4/40.